

14

INLAND WATERWAYS

STORY OF THE

Atlantic Coastal Project and Its Development

ADDRESS

OF

HON. J. HAMPTON MOORE

(Member of Congress from Pennsylvania)

AS PRESIDENT

TO

The Atlantic Deeper Waterways Association

FOURTH ANNUAL CONVENTION

RICHMOND, VA.

October 18th, - - 1911

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J. HAMPTON MOORE

President

Atlantic Deeper Waterways Association

RICHMOND, VA., OCTOBER 18TH, 1911

Members of the Convention, Ladies and Gentlemen:—After four years of earnest effort in advocacy of improved waterways along the Atlantic seaboard, this Fourth Annual Convention of the Atlantic Deeper Waterways Association meets in the historic and hospitable city of Richmond to consider the progress made and to prepare for future action. In previous annual addresses to this body your President has spoken fully of the aims and purposes of the Association which have now resolved themselves into a widespread cause for which it is honorable and desirable that all public-spirited citizens should persevere and labor. He has made comparisons between the East coast and other sections of the country more favorably regarded in the matter of appropriations by Congress; he has drawn attention to the increased cost of living and lack of progress due to overcrowded and inadequate transportation facilities; he has spoken of the difference of rates in favor of bulky freight transported by water, and he has endeavored generally to arouse a latent interest and enthusiasm which have been slumbering in the great industrial and agricultural territory extending along the Atlantic coast States from Maine to Florida. To what extent the fire has been kindled and kept ablaze is best attested by the four great conventions held in regular annual order at Philadelphia, Baltimore, Norfolk and Providence, culminating in this Richmond Convention, the largest and most responsive of all. If there be any who would criticise the movement—who doubt its strength and fervor—or who lose heart

because our ninety millions of busy people, intent upon their own affairs, have not yet been brought to realize its significance, their solicitude may be satisfied by a brief review of the progress that has been made.

THE TASK OF THE ASSOCIATION.

What was the task which the Association undertook to perform? Let the dead and dying canals and the inefficient waterways and harbors of the greatest industrial sections of the country respond! For two hundred years sporadic attempts had been made to cut through Cape Cod to save life and property, the loss of which has disgraced Massachusetts since it first began to do business with its sister States, and has been no more creditable to the Government of the United States. There has been no relief at Cape Cod, and may be none until the efforts of this Association are successful or the problem is in part solved by a private enterprise, which, despite the indifference of the old Bay State and the Government of the United States has actually undertaken and has now in actual course of construction, an eight mile cut for a ship canal from Sandwich on the north of the Cape to Buzzard's Bay on the south.

BETWEEN NEW YORK AND PHILADELPHIA.

Between New York, the greatest American city, and Philadelphia, the second manufacturing city of the country, there is a stretch of but ninety miles. Since 1834 water communication between these important centers of population has been maintained by the ancient Delaware and Raritan Canal, with its depth of 7 feet and its fourteen narrow locks, or by the only alternative, the outside ocean route along the dangerous shoals of Barnegat, a distance of 184 miles. The length of the canal is approximately 34 miles, and yet it is of scant service to the greatest metropolis of the country, which is so crowded for room that the brains of its engineers are racked for means to acquire accommodations overhead, and to provide for transportation underground. New York is rapidly building toward Philadelphia, and Philadelphia itself feeling the effects of congestion, is steadily building toward New York. Two great railroads afford the principal means of communication between the two cities, and upon them largely, is dependent the great trade of New England, surging south, and of the raw materials of the Southern States seeking their Northern market. But progress has been made in the effort to improve conditions here for the men who would till the soil between these cities and those who have invested their capital in industrial enterprises demanding an outlet, have been so successfully aroused, that the State of New Jersey has appointed a State Commission to co-operate with the federal authorities and has made other steps forward, as will be shown later.

DELAWARE AND CHESAPEAKE BAYS.

Since 1829, inland waterway communication between Philadelphia and Baltimore and points farther south have been maintained through the old Chesapeake and Delaware Canal, with a present depth of nine feet, and locks limited in width to twenty-four feet. Our forefathers were wise in building the Chesapeake and Delaware Canal, and it is to their credit that they did it in the short term of four years in the old-fashioned way, with pick and spade. Completed without the aid of steam shovels or other modern labor-saving machinery this canal, is about one-fourth the length of the Panama Canal, or thirteen miles. It connects up the Delaware and Chesapeake Bays and saves an outside sailing distance from Philadelphia to Baltimore, of about 325 miles. Like the Delaware and Raritan Canal, it did a large business in the earlier days, and even now does a larger lumber-carrying business with tugs and barges, than is done between the points mentioned, by steam vessels or the rapidly disappearing sailing craft taking the outside route. The tolls are equal in many respects to those charged by the railroads, and thus trade along the line is necessarily restricted. Time and again it has been suggested that this canal should be taken over by the Government and made serviceable and free, not only to the country through which it passes but to commerce arising anywhere along the coast. But we are also making progress here, since not later than next December we are to have the government engineers' report upon the expediency and cost of a free, government-controlled canal between the Chesapeake and Delaware.

COMPARED WITH THE PANAMA CANAL.

In his address at Bellingham on October 9th, President Taft is quoted as saying that the Panama Canal will be completed earlier than was expected, and that its opening may be looked for about June, 1913. The Panama Canal is a great project, the dream of explorers and navigators from the time of Columbus. France, which spent more upon its waterways in three quarters of a century than the United States has spent upon all its harbors and navigable streams since the beginning of our history, buried thousands of lives and incalculable treasure, in a vain effort to work out this stupendous problem of wedding the Atlantic to the Pacific at the Isthmus.

Greatly to our credit as a nation, we have succeeded in the work which France failed to perform. The result has been complimentary to American engineering skill, and has brought laurels to our national reputation for commercial philanthropy. We have adopted the Panama Canal project and we propose to give it the sanction of American direction and defense; but while we have been pouring our hundreds of millions into this vast enterprise, which is to be maintained by the United States at its own risk and for the

benefit of the nations of the world, is it not fair to pause and take account of what we have failed to do "a little closer to home" where the circulation of our national appropriations would aid domestic enterprises, encourage domestic business, and profitably employ the labor which is immediately round about us?

VAST TRADE OF THE COAST.

In an able report to the Secretary of War (the Agnus Commission, January 1, 1907) a report that was duly transmitted to Congress and printed as a public document, is the following interesting statement and quotation:

"The projected canal across the Maryland-Delaware peninsula would unquestionably be a great convenience to foreign shipping. The view that it would not be used by ocean-going ships is the same contention that arose when the other great ship canals were built, but their history has shown that when the channel is cut, the ships will always take the shortest course.

"The Delaware and Chesapeake Bays have a shore line of 2,500 miles, with 500 tributary streams and more than 10,000 registered vessels.

"An idea of the trade immediately affected can be had from the statement contained in report No. 2725 to the Fifty-eighth Congress which says:

'The Commerce of the Delaware and Chesapeake, registered and otherwise, has been estimated all the way from 50,000,000 to 90,000,000 tons annually. This is much larger than the tonnage of the entire annual foreign commerce of the United States. The Isthmian Canal Commission estimated that the Panama Canal, now to be built at a cost approximating \$200,000,000, would have carried a tonnage in 1899 of but 4,574,852 tons.'

"Of the registered tonnage traffic in a recent compilation, 25,873,167 were on Delaware Bay points and 24,151,932 on Chesapeake Bay points. These figures, however, do not include the undocumented and unregistered tonnage traffic, which would add nearly 100 per cent. to the total.

"Considerably less than one-tenth of the traffic on the Delaware and Chesapeake Bays and their various points belongs to foreign commerce. The great value of the proposed canal would be in facilitating the coastwise trade.

"It is estimated that at least 2,000,000 tons of coal would go through this canal to consumers farther north. Under the present conditions, much of this coal has to make a detour by way of the capes, and often the vessels must lie at Hampton Roads ten or twelve days and even two weeks waiting a shift of the wind."

TIME TO DO WORK AT HOME.

We are proud of the Panama Canal. We must provide for its maintenance and set up and maintain works to defend it, and we will. But it does not seem unreasonable that if the government of the United States is able to appropriate and spend approximately four hundred millions raised from the masses of the American people for the employment of both foreign and American labor in the construction of a canal at Panama, which must be of equal benefit to all other nations as it is to the United States—that it might still be able to spend the paltry fifteen or twenty millions that would be necessary to provide the people in our own neighboring states with modern water transportation facilities between the Chesapeake and Delaware Bays. The above quoted report (1907) approximates the cost of the Panama Canal at \$200,000,000; it has now reached almost twice that amount, and the canal will require a tremendous annual appropriation to maintain and protect it. The estimated tonnage, both foreign and American, of the Panama Canal for the first year being only about 4,500,000, it is certainly not unfair to insist that the time has come to give the people of the Atlantic seaboard better facilities for the 50,000,000 to 90,000,000 of tonnage between the Chesapeake and Delaware Bays; for their 50,000,000 that are reported as passing Point Judith each year, or the 24,000,000 (1908) shown by the returns of the Delaware River alone. If the Panama Canal is to do no greater mixed business, than is indicated, and we hope it will do a vastly greater business, it is not unfair in consideration of the money we have spent upon it, and our woeful lack of attention to American waterways and canals, that we should compare its commerce for the first year, given at 4,500,000 tons, with the 11,000,000 of the Arthur Kill, a fourteen mile stream between Staten Island and New Jersey, in 1905, or the port of Providence, Rhode Island, which last year alone reported a tonnage of 3,000,000.

THE PROGRESS ALREADY MADE.

But what of our progress? First of all, an extremely perceptible dent has been made in the apathy that has so long prevailed toward waterway improvements. We have given inspiration to advocates of improved and competitive transportation facilities who had lost hope in their efforts to bring the thirty millions of people, along the seaboard, to a realization of their own neglect. We have given inspiration to other waterways associations and have better stimulated the demand for recognition at the hands of the government. We have not been unreasonable nor exacting. It has been necessary to show by comparison how indifferently the East has been treated, but we have not envied the development or success of any other section of the country. It has amazed us that the enormous

demands of the Mississippi Valley have excited so little comment, while the improvement of single streams and the development of single harbors along the seaboard, doing a vastly greater business than the "Father of Waters" and all its tributaries, have occasioned surprise, or induced the government to tremble for the safety of its treasury.

We have noticed the ease and the grace with which great men of the nation have given their approval to the sixty-three million water-harvesting project of the Ohio River, while they have gravely pondered over the "expense" and "engineering difficulties" of the Connecticut, or the Hudson, or the Delaware, or the Savannah, or the St. Johns. These rivers obtain some national recognition and the Rivers and Harbors Committee has every disposition to give them fair treatment, but, as a rule, heretofore, statesmen and engineers have readily eased their consciences with regard to vast expenditures that build up Western and Southern valleys with uncertain river commerce and irregular water stages; while they have halted, and hesitated, and turned pale, at the suggestion that a few millions of dollars should be spent upon Eastern ports and streams supporting a coast-wise trade, encouraging an international business, and contributing a third of the revenues of the government. They have done it, doubtless upon the theory that the East was rich and prosperous, while the other sections of the Country needed the money.

IT WAS TIME TO GET BUSY.

It was high time that this Association should have been formed, and it was timely that through its efforts, an appropriation of \$100,000 should have been obtained, as it was in the Rivers and Harbors bill of March 3, 1909, for definite recognition of the Eastern coastal project. That appropriation provided for a survey for a continuous inland waterway along the Atlantic coast from Boston to Key West. It is a great project and must necessarily occupy much time for examination, and the preparation of plans and specifications. We have not been unreasonable as to this, but have looked for and expected an early report from the United States engineers, which at last, we are promised by the opening of the next session of Congress. The engineers have completed their preliminary work upon the survey, and have gone along the Gulf coast to the Mississippi.

We realize that the Federal Government is deliberate and cannot be stampeded. We have not asked that the army engineers report to Congress until they were prepared to report thoroughly, and with due deliberation, but remembering especially the experience that followed the Agnus report of 1907 for a 35-foot depth for a Chesapeake and Delaware canal, we did ask the army engineers that they report upon alternative depths for the various links of the coastal

chain, so that if the maximum of 25 feet upon which they were to estimate between Boston to Beaufort Inlet, North Carolina, should seem excessive and tend to frighten Congress as to cost, we might be able to discuss a lesser depth that would not be so expensive; or yet consider at least one link of the continuous chain at a time, as commerce most justified it. It had been roughly estimated, and is still believed by many engineers, that a barge canal depth for most of the continuous waterway, and a ship canal depth for important sections of it, might be built for approximately \$100,000,000. This is half the amount that has already been spent upon the Mississippi River, or one-quarter the amount that has already been expended upon the Panama Canal. But as we set out to do, reliance has been placed upon the investigations of the Army engineers, and we have approved their work thus far with the pardonable suggestion that it be hastened as speedily as possible. Pending their report we have some unofficial information as to what certain links of the chain will cost.

COST QUESTION IN NEW ENGLAND.

An 18-foot depth, link by link from Boston to Beaufort, is roughly estimated as safe within the \$100,000,000 mark. These estimates have given little concern to any of the states concerned, save Massachusetts, where an inside waterway from Boston to Narragansett Bay, affecting 1000 wrecks in 25 years, seems not to have met with the unanimous favor of a Commission appointed by the Governor. But in another direction during the past nine months, we have witnessed a welcome and unusual demonstration of friendship for the harbor of Boston, on the part of the great railroad whose influence is potent in New England, in support of a \$9,000,000 improvement of the port. This would indicate, if nothing else had done so, that the agitation for improved water facilities along the coast has "started something" in New England.

But Boston is not the only point at which there has been an awakening. New Hampshire has received more waterway consideration during the past year than for many years previously, and a greater expenditure is being made there for the development of streams and canals that have needed improvement. Much money is carried by summer tourists into Maine, New Hampshire and Vermont, and the demand for waterway facilities and navigable streams has resulted from the influx of motor and power boats that are rapidly multiplying in number all along the New England coast.

AN AWAKENING IN CONNECTICUT.

We have also witnessed the pleasing spectacle of the Connecticut legislature voting an appropriation of \$1,000,000 for the improvement of the harbor of New London. In fact, each of the New England ports, during the past year, has been receiving special attention with a view to improved coast-wise and even international trade. In some interior districts, where loyal friends have been at work, there have been set-backs, notably on the Connecticut River, that splendid stream which courses through the State of Connecticut and the Western half of Massachusetts. A determined effort has been made along the valley of the Connecticut, to break the dormant spirit of the potentialities of New England, so that the manufactures of Massachusetts and Connecticut may flow south to the markets, and the coal of Pennsylvania and West Virginia and of Indiana may flow into the factories and furnaces of New England, but "the mighty obstacle" of "the rapids" above Hartford has been an insurmountable excuse for inactivity. The cost of living in New England is affected largely by the price of fuel, and the Boston Chamber of Commerce complacently admits that New England pays a toll of seventy millions in freight upon the thirty millions worth of coal it annually uses. The Connecticut River would help to relieve this situation, and this perhaps without the loss of a single dollar to any railroad, but the frightful "engineering problem" of the Connecticut "rapids," involving an expenditure of probably two millions for canalization, has given the deepest concern for many decades, to those who readily agree to the expenditure of millions upon the Muscle Shoals of Tennessee, or the Dalles of the Columbia, and of tens of millions to check the flow of the incorrigible Mississippi, or its no less tractable tributary, the Missouri. But there has been an awakening along the Connecticut Valley, and it is yet possible, despite the opposition and quibbling, over water power, that an appropriation of a single million or two, may some day be obtained in order that barges or other vessels may carry coal at moderate rates, to the worthy people of New England.

IN NEW YORK, RHODE ISLAND AND NEW JERSEY.

Steady improvements to New York harbor have marked the past year and the Hudson River has been the beneficiary of new appropriations to complete the channel for its connections with the Erie Canal at Albany and Troy. The voluntary expenditures of the Empire Commonwealth in the improvement of the Erie Canal is one of the most commendable acts in waterway development upon the part of any State, but in addition, federal authorization has at last been obtained for the expenditure of more than \$5,000,000, so that

the business created and carried by the Erie Canal may flow down the Hudson speedily to the sea.

In Rhode Island we have seen an improvement in the port of Providence, and a determination, since the Convention of this Association in that city last year, not only to encourage western and northwestern traffic by rail, but a river and harbor development capable of accommodating foreign trade, and with inland extensions north and south.

In New Jersey, while the engineers have carried on and completed the survey authorized in 1909, the state itself has been at work upon an inland waterway improvement along the Atlantic coast. The taking over of the port of Trenton for municipal purposes is another evidence of the interest of New Jersey, in addition to the most progressive act in recent inland waterway legislation in any of the northern states—the actual appropriation of \$500,000 to secure and donate the right of way, as an incentive to the federal government, to move speedily in the construction of the intra-coastal canal.

GOOD WORK IN PENNSYLVANIA.

Pennsylvania, an inland state, untouched by a single drop of salt water, has jointly with Philadelphia, appropriated this year more than \$1,000,000 for harbor improvements on the Delaware River, and the City of Philadelphia, in addition to an appropriation of \$600,000, has equipped itself with a municipal dredging plant, and with ice-boats to clear the river, as an encouragement to the government to complete a 12-foot channel from Philadelphia to connect with the intra-coastal canal below Trenton, and for a 35-foot channel from the city to the sea. In addition, the City of Philadelphia is preparing to meet the terminal question by the construction of public piers, one of which, now nearing completion, will accommodate several new steamship lines doing business at the port.

In Delaware and Maryland, particularly at Wilmington and Baltimore, increased interest has been shown in inland improvement and some impatience has been manifested that freer inland communication has not progressed more rapidly.

In Virginia, with its many rivers flowing to the Ocean, with Hampton Roads, capable of accommodating the fleets of the world, there has been an increased enthusiasm and a wider appreciation of the importance of river improvements since the Convention at Norfolk and the agitation centering around Richmond.

In North Carolina, there has been no cessation of that old-time activity which began with the birth of the Association.

NORTH CAROLINA OPENS THE FIRST CUT.

With due and timely deference to the descendants of John Smith, of Virginia, as well as of the Pilgrim Fathers, and the followers of Penn and Oglethorpe—the first English settlement in this country, was made by the Sir Walter Raleigh Colony, on Roanoke Island, in 1585. The vessels came into the Sound through an inlet along the North Carolina Coast, a coast which in many respects remains substantially as the early settlers found it, except the old inlet has so long been closed, that no man can locate it, nor does any existent map reveal it. And yet back of the sounds and along its many rivers the soil of North Carolina, as reported by agricultural experts, is as fertile and as capable of profitable cultivation, as is that of any land in the whole country. To the newcomer in North Carolina waters, who hears the frightful stories of Cape Hatteras, and who reads the frequent reports of disaster on the coast, it is a matter of wonder that no government provision had ever been made to adequately open up these great bodies of water at some point where the Atlantic might be reached below the Cape. But thanks to the energy and the persistence of Hon. John H. Small, and other distinguished Carolinians, who have had the support of the Atlantic Association, a successful connection with the Ocean below Cape Hatteras has finally been made, and vessels drawing ten feet (an unheard of proposition heretofore) are now able to pass in and out of the fresh and brackish water of the sounds at Beaufort and Morehead City. A six-mile cut through solid land now permits of the transit of vessels, and opens the way for the cultivation and development of a country that has long been waste. Interesting exercises, participated in by the officers of this Association, formally opening the canal which cost the government less than \$500,000, were held in January of the present year, and were attended by thousands of people, some of whom had never seen a railroad nor had an opportunity to earn a living beyond the forests and remote interior lands. Month by month the number of vessels passing through this canal, for it is toll-free, have been increasing, fully justifying the moderate expense to which the government was put.

IN THE FAR SOUTH.

Our friends in South Carolina and Georgia have been watchful and helpful, and the interests of Florida has been well sustained. Indeed, the reports from the extreme South have indicated a desire to get the products of the peninsula to the Northern consumer, and it has been not once, but often, that the complaint has come to the Association, on behalf of those who have remained upon this rich Southern soil capable of arising from two to three crops a season, that such railroads as exist are too remote, or that in suitable market

seasons, they are incapable of carrying these bulky but perishable food supplies which have such a significant relation to the cost of living.

SUMMARY OF THE WORK OF THE ASSOCIATION.

Summing up the work of the Association to date, it is safe to say that by reason of its activities every state along the coast from Maine to Florida has made distinct gains in the matter of waterway improvements. While general progress has been made in bringing public attention to the importance of a connected intra-coastal waterway, there has also been a decided advance in local projects, and an increasing tendency to improve waterways as a means of transportation. And while we have spurred to greater activity other associations, notably those of the West and South, we have, by better acquainting ourselves with their projects and prospects, made it plain that the Atlantic Association is a factor to be reckoned with, and that it expects a square deal at the hands of interested parties and the government. A matter for congratulation too, is the recognition given the Atlantic Coast this year in the composition of the New Rivers and Harbors Committee. In your President's annual address at Norfolk, two years ago, reference was made to the preponderance of members from the Lakes-to-the-Gulf territory. There were then but four members out of the twenty assigned to the Atlantic Coast—one from Massachusetts, and one each from South Carolina, Georgia and Florida. All that great populous area south of Massachusetts and north of South Carolina was without direct representation. This has been corrected in the newly appointed Committee of the 62d Congress. The East Coast obtains the Chairman in Mr. Sparkman of Florida, and New Jersey, Eastern Pennsylvania and North Carolina are each given a place upon the Committee, and the North Carolina membership (the honor being long withheld) was assigned to our own distinguished friend and advocate, the Honorable Mr. Small.

VALUE OF CANALS AS A MEANS OF DEFENCE.

I shall not again argue the military or naval side of the inland waterways problem. If a hostile fleet should suddenly strike us, as Italy recently struck unprepared Turkey, and our vessels were driven into the Chesapeake or Delaware Bays, they would find a safe haven, but that safety would be as indefinite under present conditions, as was Cervera's retreat in the harbor of Santiago. To make the retreat effective, it would be necessary, after the vessels had been repaired, to let them out at either end of the harbor. If we were commercially prepared, as we ought to be, and the canals were cut through, there would be two harbors of safety in each instance, and each canal would thus afford a means of defense,

a source of supplies, and an opportunity for repairs or naval strategy. We are striving for improved waterways for commercial advantages, and we hope there will be no war, but if they should serve to keep us ready for military or naval surprises, and could also be made commercially advantageous and profitable, it would seem well worth while to build the canals and build them quickly.

CARDINAL OBJECTS OF THE ASSOCIATION.

I trust enough has already been said in this address to make it plain to those who have insidiously, or with ignorance of the true condition or value of inland waterways, opposed the coastal project, that we are on guard and in this campaign, are fairly well fortified against surprises. We stand behind the breast works of public confidence. Our Association is seeking to relieve congestion in traffic and to create new business that may be conducted at reasonable transportation rates without regard to special or selfish interests, and with no intent or purpose to curtail or injure the business of any existing transportation agency. To create and encourage new business, to inspire the youth of the land to worthy and profitable employment, to bring the mind and the toil of the citizen back to the soil, is commendable. And these are cardinal objects of the Association. Improved inland waterways are not to be feared by any but those who would suppress and retard the natural trend of business. If waterways originate trade, as we contend they do, or attract new business in territory hitherto waste, or without the means of exit for its product, existing transportation companies will not be injured, but profited. The creation of new business by waterways in unimproved areas, must necessarily feed the superior facilities of the railroad. There can be no real injury by one to the other if each is permitted to work out its lawful and reasonable purposes. If new employments are created as the result of newly constructed works, the congestion of the cities will be relieved and the wholesome circulation of men and money will ensue.

THE REPORT OF THE COMMITTEE ON TRAFFIC.

Nor do I desire to close this address without a reference to the commercial and humanitarian phases of the question. While it is easy to compute the tonnage that comes into the customs ports or that passes through the locks at the Sault St. Marie, it has been impossible to obtain authentic statistics with regard to the coast-wise trade of the Atlantic seaboard. The utter inadequacy of government reports as to our coast-wise tonnage induced the army engineers to call upon this Association for statistics, and as a result of that call, shortly after the Providence Convention, your President appointed

an expert Committee, who gave their services without charge, to collect data with reference to the coast-wise trade in general, and particularly as to traffic that would be affected by a modern free-from-tolls canal between New York and Philadelphia. That Committee finished its work in April of this year (1911), and its report entitled "Report of the Committee on Traffic of the Proposed Intra-coastal Canal connecting New York and Delaware Bays" has been printed. It deals with such government reports as were available, with questions affecting values, tonnage, rates both by rail and canal, and altogether, is such a compendium as must remain a text book for Congress and the army engineers, and all others interested in the subject of transportation. But one extract from the introductory chapter of this report is sufficient to demonstrate the timeliness and wisdom of the intra-coastal movement. It is an unanswerable indictment of the government and the people, who have permitted to exist so unworthy an impediment to the progress of our country.

STARTLING STATISTICS OF THE COAST.

"One of the strongest arguments in favor of an inside route," says the Committee on Traffic, "is the fact that in the single decade from 1900 to 1909 there were over 5700 disasters to shipping on our Atlantic seaboard. Not all losses are reported, but these accidents are known to have destroyed \$40,500,000 worth of vessels and cargo, and to have caused the loss of over 2200 human lives."

Here, indeed, is a startling presentment which demands consideration at the hands of the government. Of these 5700 disasters to shipping, nearly 1000 can be charged up to Cape Cod alone. They are occurring daily and occurring to vessels carrying passengers, as well as dead freight, fuel, raw material, and other commodities. All these, free from fog and storm, could be moved upon standardized waterways, running along the interior, more safely and sometimes more expeditiously than they could by rail or the open sea.

SAFE LIFE; SAVE PROPERTY.

To say nothing of the 2200 lives, the \$40,500,000 of property loss preserved and available as cash, would be more than sufficient to build a ship canal across the State of New Jersey from the port of New York to the Delaware River. If these figures were doubled, they would be sufficient to complete a barge canal from Boston, a distance of 600 miles, to Beaufort Inlet, below Cape Hatteras, North Carolina. The addition of twenty millions more would doubtless be sufficient to complete a serviceable waterway along the entire coast from New England to the southernmost key of Florida. Are

we to be startled when the engineers report the probable cost of the enterprise as a whole or in part? If the whole chain were to be constructed at once—which is more than any reasonable waterways man asks or expects—and the cost were fixed at \$100,000,000—that would be only half the sum that has already been spent upon the Mississippi, with its 4,300,000 tons of commerce. It is only one-half what has been pledged to the Mississippi system to complete a nine-foot channel from the Lakes to the Gulf. It is only thirty-seven millions more than Congress and the President have endorsed over to the Ohio River for a nine-foot depth from Pittsburgh to Cairo, and it is only one-fourth of the actual construction cost, to say nothing of the tremendous maintenance cost of the Panama Canal. We have been waiting for two hundred years for somebody to help us on Cape Cod. We are still doing business between New York and Philadelphia on the Delaware and Raritan Canal of 1834, and between Philadelphia and Baltimore we continue to employ, though feebly, the Chesapeake and Delaware antiquity of 1829. Surely, we are not unreasonable! Surely, our belated request should occasion no alarm! Surely, we should be prepared for it if it does!

THE GOOD WORK MUST GO ON.

With these comments and suggestions, I submit the record of the past four years. It was no mean work on which you embarked in Philadelphia in 1907, and results have shown that the cause is in every way worthy of the best service you can give. We are approaching, however, a critical period in the movement. We must await with patience the official report of the army engineers and prepare ourselves against the obstructionists and the "Doubting Thomases." The findings of the engineers must stand the scrutiny of the critics, both in and out of Congress, and while the red tape of official procedure is being unwound, we must continue to study the problem and prepare to analyze and rationally consider the official estimates and suggestions that will be made. We must continue to be patient even as our forefathers have been patient with the neglect of centuries. Our case has been presented with such ability and strength as we have been able to command, and the number of our friends is legion. We have much to be grateful for in the loyalty of those who have stood faithfully by the cause under adverse circumstances in New England, and other sections of the coast, and we may rest assured that there will be thousands standing to their guns with fortitude and devotion, believing in the righteousness and justice of the cause they have espoused. Proud of your support and confidence throughout these years of my service as your President, and with grateful acknowledgments to my official

associates for their industry and devotion to the cause which you entrusted to our guidance, I ask for my successor, and his associates, a continuance of your interest and encouragement—bespeaking alertness, persistence, and patience, that ultimately—but soon—the President and Congress may accord to the waterways of the East, the recognition they have earned and now so richly deserve. (Applause.)

PUBLICATIONS
OF THE
Atlantic Deeper Waterways
Association

Including Speeches and
CONVENTION PROCEEDINGS

The Monthly Bulletins and other papers and data pertaining to the
proposed inland waterways from

NEW ENGLAND TO FLORIDA

will be sent regularly to all municipalities, corporations, firms and
individuals who have attached themselves as members.

The next Convention of the Association is to be held at New London,
Conn., in the Summer of 1912, when it is hoped the membership will
be doubled.

Every business man, every agriculturalist, every manufacturer,
every shipper, every land-owner, every engineer, every sailing-master,
every ship-owner, every yachtsman, every motor-boat builder, owner
or operator should connect himself with this important movement.

Individual membership, \$5 per annum; firms or corporations, \$10;
trade organizations, \$15 to \$75, according to membership; waterway
associations, \$75; municipalities of 5000 or less, \$50; over 5000, \$100.

Don't hesitate! Join!

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